

# SUMMARY

Prepared by Peg Hanna



## Diesel Initiatives Non-Road Port and Rail Workgroup Meeting

**Held July 29, 2005 from 10:00-12:00**

**Meeting Location: DEP, Trenton**

**Meeting called by: Peg Hanna**

**Facilitator: Melinda Dower**

### Materials:

1. Further information on inventory
2. EPA guidance on incorporating voluntary mobile source measures into SIP

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### Introduction/Announcements.

1. DEP reminded everyone that the purpose of the workgroup is to develop a menu of control strategies to be submitted to Commissioner Campbell for consideration as the DEP develops its State Implementation Plan. The workgroup will evaluate each strategy based on technical and economic feasibility and environmental and health benefits, but will not eliminate any strategy. DEP will pen the report, but the report will be the voice of the workgroup, not the voice of the DEP writers.
2. DEP distributed a boilerplate chart that will be used for recording each of the strategies discussed.

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### Discussion

#### Topic 1: Review of inventory information distributed by DEP on July 15, 2005.

**Discussion: None.**

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#### Topic 2: Boilerplate template for recording ideas.

### Discussion:

- The Port Authority of NY/NJ ("PANY/NJ") emphasized that the economic impact of each strategy must be considered. The NJDEP responded that each measure should be evaluated by the group based on the six criteria listed at the top of the template. Economic feasibility is one of the six criteria and is synonymous with economic impact.
  - PANY/NJ also questioned the derivation of the emissions from marine vessels and asked that we recognize that not all ships are using the PA NY/NJ (e.g., filling stations along Arthur Kill) and therefore PA NY/NJ can't control their emissions. NJDEP offered to schedule a separate conference call (Tuesday, August 9, 2005 at 11:00) with representatives from NJDEP, PANY/NJ, NY Shippers Association and the Center for Clean Air Policy to further discuss the calculation of marine and other emissions from the port. NJDEP also reminded the group that the South Jersey Port in Camden should also be considered when developing control measures.
  - NJ Transit requested an explanation of how rail emissions were calculated. NJDEP explained briefly then offered to distribute additional information to the group showing more detail regarding rail emissions in the state. At a minimum, the group would like a break down of rail emissions according to line haul vs. switch vs. passenger.
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### **Topic 3: NJDEP overview of port and rail strategies throughout the US.**

#### **Discussion:**

- Green Practices Task Force at PA NY/NJ. Tenants have voluntarily undertaken fleet modernization; planned gate improvements; switched to on-road fuel on cargo handling equipment; and upgraded to on-road engines for non-road equipment.
- USEPA looking to adopt International Maritime Organization's Annex 6 for Sulfur Emission Control Areas. NESCAUM is drafting a guidance document.
- California: installed DOCs on cargo handling equipment; used emulsified fuel; planning a pilot project to install portable scrubbing equipment on ship stacks while they're waiting to dock.
- Port of LA: used SEP money to install cold ironing infrastructure at China Shipping Terminal and looking to expand to 5 more shipping lines; former mayor formed task force to develop plan for No Net Increase in port emissions compared to 2001 baseline; encourages speed reductions for vessels coming to port.

PA NY/NJ representatives supplemented the above with the following information:

- The Port of Seattle installed cold ironing for Princess Cruise Lines. The cruise lines is expected to build its new ships to be compatible with the land based power supply.
- The port in Georgia uses an appointment system to reduce wait time for truckers.
- The Ports of Long Beach and LA have announced that they will charge a traffic mitigation fee during peak hours to encourage more container movement during off peak hours. Teamsters have protested.
- PA NY/NJ has taken full containers to Albany by barge instead of truck since 2004 as part of its Port Inventory Distribution Plan.
- Willenius Wilhelmson, an autocarrier that frequents the PA NY/NJ, uses ULSD in all ships.
- Maher and APM implemented extended gate hours but not well received by truckers because warehouses not open during off hours to accept deliveries. In addition, there are concerns about whether off-peak deliveries would violate local ordinances.
- SAFE-TEA, if signed by the President, would provide \$100 million in funding to the Liberty Corridor project which would ease congestion in the port area.
- The port is considering using ULSD in all of its cargo handling equipment. (NJDEP mentioned that USEPA recently announced an incentive/credit program to speed the early introduction and use of ULSD.)

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### **Topic 4: Discussion of strategies proposed by the Center for Clean Air Policy and e-mailed to all participants on July 27, 2005.**

**Discussion:** See strategy chart for comprehensive list of each item discussed. Specific discussions not captured on the chart are as follows:

- The Center for Clean Air Policy suggested that the group review a MOU that CARB just executed with some railways in California. The link and a brief summary from the website is as follows:  
<http://www.arb.ca.gov/msprog/offroad/loco/loco.htm>

The ARB has established a Memorandum of Understanding (MOU) with Union Pacific Railroad Company (UPRR) and Burlington Northern and Santa Fe Railway Company (BNSF). This agreement obligates the railroads to significantly reduce diesel emissions in and around rail yards in California. Among the most important elements of the agreement are provisions that will significantly clean up the state's biggest rail yards: 1) a statewide idling-reduction program, 2) health risk assessments for all major rail yards, 3) community and air district Involvement in the preparation of risk assessments, enforcement of MOU provisions, and the evaluation and development of measures to further reduce impacts on local communities. The MOU will also: 1) maximize the use of state and federal low sulfur diesel in locomotives fueled in California, 2) establish a statewide visible emissions reduction and repair program, 3) provide a detailed evaluation of advanced control measures, and 4) includes an assessment of remote sensing technology (RST) to identify high-emitting locomotives. The MOU is effective on June 30, 2005.

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## **Wrap-up**

This group will combine with the "Diesel Non-Road group" and the next meeting is Wednesday, August 17 from 10:00 am to 1:00 pm at a location in northern NJ to be announced shortly. Conference call information is as follows, but keep in mind that there is a maximum of 6 callers allowed:

Call-in # (609) 826-3600

Bridge # 19205

Password # 456789

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